CURTAIN CHARLIE SLICK. MRS. REPORTED BY HER BUSBARD.

Mr. Slick attends a club meeting. "Well, Mr. Slick, if you are so drunk that you can't tell the difference between a tenpenny hall and a cigar, you had better go to bed. Yes, there it is again. Perhaps you know better than I do, that matches won't light iron. 'Taint a nail? Well, keep on wasting matches, and then complain of being poor. Sink your poor wife and three innocent little ones down to degrading poverty 'What's a match!' Yes; what's a drink Nothing, only ten cents, and ten of them make

a dollar. al, for my part, can't see what amusement there can be in the clubroom, that men will leave their homes, wives, and blessed little ones, until 11 o'clock, to amuse themselves as best they may. Weighty questions to discuss? Yes, no doubt they are weighty, for they seem to weigh very heavy upon you; so much so that they stagger you; and I suppose what makes your tongue so thick is you have talked until it is swollen. You wish mine would swell? Yes, there is no doubt of that. You dislike to have your faults spoken of; but if there is any company in the house, you delight to burlesque my conduct, and throw out the impression that you are the most abused man in the world. Everything is so different now from what it was when we were first married. Then you were all attention-constantly by my side. It's all my fault? that's what you always say. Always jawing? Yes, if any one speaks of your taults, and wants to advise for your own good, they are always jawing. You think such things are disgraceful? Yes, I think so too. Suppose Toodles' folks had seen you when you staggered up the steps and fell against the door. What would they have said ? You don't care-it was an accident ? No, you haven't any shame for yourself nor for me; but I should think you would dislike to have it thrown in your children's faces that their father was drunk every week. Mistake, indeed! Yes, rather say it was a drunken miscalculation. Plead something in extenuation of your faults. Going to bed in disgust! Indeed! I should think it was time any honest person was there, for, if you can see that far, it is 1 o'clock; and as for being disgusted, it's enough to disgust a saint of a woman." Mr. Slick retires, and unfortunately upsets two chairs and runs against the cradle, which

awakens the last edition of the Slick family. Mr. Slick recovers his equilibrium, and commences singing :-"Come, landlord, fill the flowing bowl, Until it doth run over; For this night we'll merry, merry be, To morrow we'll get sober."

"Murder! what a bedlam! A lunatic asylum would be Heaven to this place. Now that you have woke up the baby and made night hideous, I hope you will go to bed and sleep off your drunken it. Ain't (hic) drunk? Oh, no. You are perfectly sober. Got a bad turn of hiccups, that's all. There, hush, papa is a brute. A brute! Yes, you are a gentleman! A delightful husband you are! You try to make home pleasant, and your company is very agreeable."

Mr. Slick still sings, and attempts to jig à la negro minstrel, and then turns into bed. If you should be seen in that step you

would be besieged by the proprietors of min-strel troupes to dance in their halls. I, for my part, would like to know if you make yourselves as ridiculous at your meetings as you do when you return from them. I think your intellectual qualities must get wonderfully developed-literally crammed. How on earth you can digest so much knowledge is a wonderment to me. Your club must be the best school in the town; and by your conduct to-night, you show yourself to be an apt pupil. Now, Mr. Slick, what is the use of your trying to tell me about the profound discussions of master-minds, when all you discuss is whisky, wine, and good viands. Oh, yes, only a little refreshment. Now how much better it would look in you to spend the money upon your family; but no, you must go and spend it at a club-room, and leave your wife and three blessed little innocent ones to make a scanty meal from what was left over from dinner, and all because you are to gorge yourself, like a glutton, in your clubhouse. That's what it all comes to by believing what a man says. Heaven knows, if ever I get free of this bur-den, I will never take another one upon myself. Leave, then? Yes, that's what you always say, when you know that I have nothing to go with, not even a dress fit to be seen on the street. Then you ask why I don't leave if I am dissatisfied? You know that such conduct would dissatisfy the most lenient of wives. I have always endeavored to perform my duty, and then to be abused in this man(sob)ner, it is too (sob) bad indeed. If I had remained at home in single blessed-"

Here Mr. Slick fell asleep, and dreamed that his wife was turned into a thundergust, of which he could hear the distant rumbling of its pent-up fire.

"Tad" Lincoln and the Black Boy. A correspondent of the Independent relates

"When Mrs. President Lincoln took up her residence in Chicago, she decided to send her son Thomas (better known to the public as 'Tad'), to one of the excellent public schools of that city. From early childhood Tad had suffered from the control of the contro fered from an impediment of speech, by which it was difficult for strangers to understand him. While at Washington he was almost necessarily neglected, and when he reached the school it was found that he was sadly deficient in the clements of learning. When asked by his teacher if he had ever been at school, he replied, 'I had a teacher in Washington; but he did not like me much, and I did not like him very well; so between us both we did not learn much.' When Tad came to be classified, first by qualification and then by size, it came to pass that he came in regular order shoulder to shoulder with a black boy, who had been a slave down South until the great proclamation set him free. In this contact the lad displayed the manliness of his illustrious father by treating the solored boy with the same kindness and consideration with which he treated the white boys of class, and at times by defending him when insulted by ether boys. His conduct was reported unexceptionable, but the colored boy advances the most rapidly."

THE FENIANS.

RETURN OF COLONEL O'CONNOR FROM IRELAND. We have received the following:—
"CENTRAL OFFICE, FENIAN BROTHERHOOD,
No. 5 FRANKFORT STREET.—New YORK, May
18.—Colonel O'Connor, who first raised the
standard of revoit in Kerry, reported himself
at the Central Office this morning, having come
direct from Ireland. He brings despatches from direct from Ireland. He brings despatches from military men in Ireland of a cheering nature, and of vital importance. He states that the lines of communication between the leaders are again perfect; that the organization is stronger to-day than ever; and that the men are more determined to grapple with the enemy, and more bopeful of success, than at any period since Fenlanism was inaugurated."

-Dr. Jobert de Lamballe, one of the most eminent medical men of this century, died recently in Paris. It will be remembered that some months ago this eminent colleague of Dupuytren suddenly lost his reason.

-A couple of Central African kings, Goneche and George Pepell, have contributed fifty cents apiece to the Voltaire statue at Paris,

TO THE ME WE COME WHEN THE WAY

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSU-lature of Pennsylvania, 1885. Office, S. E. corner of THIRD and WALNUT Strents
Philadelphia.
MARINE INSURANCES
on vessels, cargo, and freight, to sil parts of the world,
on goods by river, canal, lake, and land carriage, to
all parts of the Union.
Fire Inburances
on merchandlas caucally.

o merchandlae generally. On stores, Dwelling Houses, etc. ASSETS OF THE COMPANY. \$100,000 United States 5 Per Cent Loan, \$114,C00'00 136,500:00

\$100,000 United States 5 Per Cent Loan, 1871.

120,000 United States 5 Per Cent, Loan, 1881.

200,000 United States 7 75-10 Per Cent. Loan, Tressury Notes.

125 000 City of Philadelphia 5 Per Cent. Loan (exempts).

54,000 State of Pennsylvania 6 Per Cent. Loan.

Cent. Loan.

50,000 State of Pennsylvania 5 Per Cent. Loan.

20,000 State of New Jersey Six Per Cent. Loan.

Mortgage, Six Per Cent. Bonds.

25,000 Pennsylvania Railroad, 1st Mortgage, Six Per Cent. Bonds. 211,500:00 124,562:50 51,700:00 44,620'00 80,780*00 20,500:00

24,250*00 20,750.00 15,000'00 15,000.00 8.958*25 8,950 00

20.000*00 195,900 00 Market value.. \$1,070,280-75 Cost, \$1,080,552-05. Real Estate.
Bills receivable for insurances made. 36,000'00 27,637.20 38,923 90

*This being a new enterprise, the Par is assumed as the market value.

Thomas C. Hand,
John C. Davis,
Edmund A. Souder,
Ti cophitus Paulaing,
John R. Penrose,
James Traquair,
Henry C. Dallett, Jr.,
James C. Hand,
William C. Ludwig,
Joseph H. Seal,
George G. Leiper,
Hugh Craig,
John D. Taylor,
John D. Taylor,
Jacob Riegel,
WILLIAM G. Boulton,
Edward Darlington,
H. Jones Brooke,
Jacob P. Jones,
James B. McFarland,
John P. Eyre,
Spencer, McJivaine,
I. B. Semple, Pittaburg,
A. B. Berger,
J. T. Morgan,
Jeorge W. Bernardou.

John D. Taylor, D. T. Morgan, Jacob Riegel, THOMAS C. HAND, President. JOHN C. DAVIS, Vice President. HENRY LYLBURN, Secretary. 1829—CHARTER PERPETUAL.

Franklin Fire Insurance Co. OF PHILADELPHIA.

OFFICE: NOS. 435 AND 437 CHESNUT STREET

ANNETS ON JANUARY 1, 18 \$2,553,146.13,

UNSETTLED CLAIMS. INCOME FOR 1806, \$27,481'18 LOSSES PAID SINCE 1829 OVER \$5,500,000.

Perpetual and Temporary Policies on Liberal Terms DIRECTORS. Charles N. Bancker, Tobias Wagner, George Fales, Affred Fitter, Francis W. Lewis, M. D. Peter McCali, Thomas Sparks. Beorge W. Richards CHARLES N. BANCKER, President, GEORGE FALES, Vice-President, J. W. MCALLISTER, Secretary pro tem. [31811231]

INSURANCE COMPANY OF-

NORTH AMERICA. OFFICE, No. 252 WALNUTST., PHILADELPHIA INCORPORATED 1794. CHARTER PERPETUAL.

CAPITAL, \$500,000. ANNETS, JANUARY 8, 1867, \$1,763,267.33.

INSURES MARINE, INLAND TRANSPOR-TATION AND FIRE RISES. Arthur G. Coffin, Samuel W. Jones, John A. Brown, Charles Taylor, Ambrose White, Richard D. Wood, William Weish, S. Morris Waln. John P. White. George L. Hartisch, Francis R. Cope, Edward H. Trotter, Edward S. Ciarke, William Cummings, T. Chariton Henry, Alfred D. Jessup, John P. White,

S. Morris Wain, John P. White, John Mason, Louis C. Madeira, ARTHUR G. COFPIN, President, CHARLES PLATT, Secretary.
William EUEHLER, Harrisburg, Pa., Central
Agent for the State of Pennsylvania.

FIRE INSURANCE EXCLUSIVELY,—THE PENNSY LVANIA FIRE INSURANCE COMFANY—Incorporated 1825—Charter Perpetual—No, no WALNUT Street, opposite Independence Square, This Company, Invorately known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also, on Furniture, stocks of Goods, and Merchandise generally, on liberal terms. Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,
Alexander Benson,
Issac Hauleburst,
Thomas Bobbins,
Daniel Haddock, Jr.,
DANIEL SMITH, Jz.,
WILLIAM G. CROWELL, Secretary

Buse of loss.

Directors.
John Deveroux,
Henry Lewis,
J. Gillingham Fell,
DANIEL SMITH, Jz.,
WILLIAM G. CROWELL, Secretary

836

DHENIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1884—CHARTER PERPETUAL,
NO. 224 WALNUT Street, opposite the Exchanga.
In addition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by
FIRE for liberal terms on buildings, merchandise,
turniture, etc., for limited periods, and permanently
on buildings, by deposit of premium.
The Company has been in active operation for more
than SIXTY YEARS, during which all losses have
been promptly adjusted and paid.

DIRECTORS.

en promptly adjusted and paid.

John L. Hodge,
M. B. Mahony
John T. Lewis,
William S. Grant,
Robert W. Leaming,
D. Clark Wharton
Bamuel Wilcox,
JOHN WUCHERER, Presidents SAMUEL WILCOX, Secretary.

PROVIDENT LIFE AND TRUST COMPANY

No. 11 South FOURTH Street.

INCORPORATED 3d MONTH, 22d., 1885.

CAPITAL, 6150,000, PAID IN.

Insurance on Lives, by Yearly Premiums; or by 10, or 20 year Premiums, Non-forfeiture.

Endowments, payable at a future age, or on prior decease by Yearly Premiums, or 10 year Premiums—both classes Non-forfeiture.

Annutties granted on favorable terms

Term Policies. Children's Endowments.

This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of the Life business among its Policy holders.

Moneys received at interest, and paid on demand, authorized by charter to execute Trusts, and to act as Executor or Administrator, Assignee or Guardian, and in other fluciary capacities, under appointment of any Court of this Commonwealth, or any person or persons, or bodies politic or corporate.

BAMUEL R. SHIPLEY, HENRY MAINES, JOSHUA H. MORRIS, T. WISTAR BROWN WM. O. LONGSTRETH, WILLIAM HACKER, CHARLES F. COYFIN.

BAMUEL R. BHIPLEY, ROWLAND PARRY, President.

THOMAS: WISTAR BROWN MM. O. LONGSTRETH, WILLIAM HACKER, CHARLES F. COYFIN.

BAMUEL R. BHIPLEY, ROWLAND PARRY, President.

Medical Examiner, Legal Advisor, 1272

OF LT PRODucter

INSURANCE COMPANIES.

TAKE A LIFE POLICY CHEAR LIMEN COORS.

NAME OF PERSONS ASSESSED. BROOKLYN

LIFE INSURANCE COMPANY

OF NEW YORK.

OFFICE: N. E. Cor. SEVENTH and CHESNUT.

E. B. COLTON.

William States year way

GENERAL AGENT. PROPOSALS.

DEPARTMENT OF AGRICULTURE

Washington, D. C., May 8, 1887.

Proposals will be received at this Department until 12 o'clock, June 6, 1867, for furnishing all the materials and performing the work required in the construction of a Brick Building for the use of the Department of Agriculture, to be erected on reservation No. 2, in this city, according to plans and specifications that can be seen at the office of the Commissioner of Agriculture, where fail information with regard to the proposed building can be obtained; said proposals to be either for the whole building, or separately for the different kinds of work.

No proposal will be entertained from any person who is not known to be a practical Bidders are requested to state the shortest time possible in which the building is to be completed, the work to be commenced in three days after the signing of the contract. days after the signing of the contract.

The Department reserves the right to reject any or all bids, if it be deemed for the interest of the Government to do so, and no bid will be confirmed to the require-

received that does not conform to the reonir ments of the plans and specifications and of this advertisement.

Ninoty per cent, of the amount of work done and materials furnished, according to contract price (said amount to be ascertained by the estimate of the Superintendent), will be paid from time to time as the work proceeds, and ten per cent retained until the completion of the contract and the acceptance of the work by the Department. ments of the plans and specifications and of this

Department,

Every proposal must be accompanied by the bond of two responsible persons in the sum of twenty thousand dollars, that the bidder will accept and perform the contract if awarded to him, the sufficiency of the security to be certified by the United States District Judge, United States District Attorney, or Clerk of the United States Court. Department. States Court.
Proposals should be inclosed in a sealed en-

velope, indersed "Proposals for a Building for the Department of Agriculture," and addressed to the Commissioner of Agriculture. 5 10 23t ISAAC NEWTON, Commissioner.

UNITED STATES ENGINEER OFFICE, No. 209 S. SIXTH Street.

No. 209 S. SIXTH Street.

REPAIRS AT MARCUS HOOK, PA.

Sealed Proposals, in duplicate, with a copy of this advertisement attached to each, will be received at this office until twelve o'clock M., SATURDAY, June 1, 1867, for Materials and Labor for repairs of Government Wharves and Landings at Marcus Hook Pa. Landings at Marcus Hook, Pa.
Separate proposals must be made for each class of material, and for labor.

class of material, and for labor.

Cap logs, bridge timbers, mooring posts, etc., to be of white pine; also, upper courses of wharves, tie and wharf timber, and piling of hemlock, fenders, etc., of white oak.

Proposals will state the rate per running foot of timber, per foot of face, and per foot of board measure, as the case may be; the rate per pound of bolts and other from works, etc.

All materials to be of the best quality, deliverable at such points at or near Marcus Hook as may be required, and to be subject to inspection and approval before being used.

The proposals for labor to state the rate per The proposals for labor to state the rate per foot or face, per lineal foot, and per foot board measure, etc., as measured in place, and these

measure, etc., as measured in place, and these rates to cover all labor necessary for putting the works in good repair, such as removing old work and obstructions, receiving, caring for, framing, putting together, and replacing the materials to be used or moved.

All work done to be subject to inspection and approval before payment is made, and twenty per centum to be deducted from any payment that may be made before the completion of all

the labor.

Each bid must be guaranteed by two responsible persons, whose signatures should be appended to the guarantee, and who should be erified to as being good and sufficient security, y the United States District Judge, Attorney, ollector, or other public officer. Envelopes to be endorsed "Proposals for Repairs of Government Wharves, etc."

Blds will be opened on Saturday, June 1, 1867, at 12 o'clock M. Bidders are invited to be pre-

For particulars, inquire at this office. C. SEAFORTH STEWART, 5 1614t Maj, of Engineers and Bvt. Lt.-Col. MPROVEMENT OF THE ROCK

United States Engineer's Office, Davenport, Iowa, April 17, 1867.

Scaled Proposals, in duplicate, will be received at this cince until 12 M., WLDNESDAY, June 5, 1867, for excavating and removing the rock and other obstructions from the bed of the Mississippi river at the Rock Island or Upper Rapids, by means of coffer dams and subaqueous blasting or chiselling.

Contractors will be required to furnish all boats, mechinery, etc., and to perform all the labor necessary in the prosecution of the work. There are about 6,000 cubic yards of rock to be removed, distributed usequally at different points on the Rapids, and the work must be done during the low water season, interfering as little as practicable with navigation.

Contractors will state the price per cubic yard for which they propose to do the work, which will be let as a whole, or in sections of such length as the engineer in charge may determine.

The Government reserves the right to reject any and all bids, and no bid will be considered unless the party offering it shall give satisfactory evidence that he is treatwortby, and has the necessary skill and experience to do the work.

A printed copy of this advertisement must be attached to each proposal. Each bid must contain a written guarantee, signed by two responsible persons, lianks for proposals will be endorsed "Proposals for removing obstructions at the Rock Island Rapids," and addressed Brevet Major-General J. H. Wilson, U.S. A. Lleutenant-Colonel, 35th Infantry, Davenport, Iowa,

Partics desiring further information can obtain the same by calling at the United States Engineer's Odice, corner of Second and Main streets, Davenport, Iowa, where maps, plans, specifications and quantities of work will be shown to all who wish to examine them for the purpose of making proposals.

By order of the Chief Engineer, U.S. Army, Lieut-Colonel, 35th Infantry, Davenport in the purpose of making proposals.

By order of the Chief Engineer, U.S. Army, Lieut-Colonel, 35th Infantry, Davenport Iowa, Lieut-Colonel, 35t

HEADQUARTERS THIRD MILITARY

DISTRICT.
OFFICE CHIEF QUARTERMASTER,
ATLANTA, Ga., May 8, 1807.
BY ORDER OF THE QUARTERMASTERGENERAL.—Sealed proposals will be received
at this office for the sale of seven thousand four
nandred (7400) tons of COAL at Baracas,
Florida, payment to be made in Government
funds. The proposals will be opened at 12 M. SATUR-DAY, the 5th of June, 1867, and should be marked "Proposals to purchase Coal," and addressed to

Brevet Brig.-Gen. R. SAXTON, Chief Quartermaster Third Military District, Atlanta, Ga. 513 23t S. ROBINSON

No. 910 CHESNUT STREET, Is in receipt to-day of an invoice of FINE CHROMOS, ENGRAVINGS,

> ETC. ETC., Which are now open for examination.

"Peace and War,' by G. Doree," "Last Rose o "Cromwell and Family," "Romeo and Juliet," "Star of Betblehem," are well worthy the attention of the admirers of art.

TARREST WINDOWS TO THE WEST

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE,—Shortest and most direct route to dethiohem, allentown, Mauch Chank, Horeiton, White Haven, Wilkesbarre, Mahanoy Cuty, Mounts Carmel, and all points in the Lehlen, Mahanoy, and Wyoming coal regions.
Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

SUMMER ARRANGEMENT.

On and ster WEDNE-DAY, May S. 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows:—A17-45 A. M.—Morning Express for Bethiehem and Principal Stattons on North Pennsylvania Railroad, connecting at Bethiehem with Lehigh, Vainey Railroad for Allentown. Catasanqua, Stating on, Manch Chunk, Weatherly, Jeanaville, Hazelton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Leligh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Paliroad, for Mahanoy City, and with Catawasa Railroad, for Mahanoy City, and with Catawasa Railroad, for Mahanoy City, and with Catawasa Railroad, for Mahanoy City, and with Catawasa Railroad for Aliver at Mauch Chunk at 12-65 A. M.; at Wilkesbarre at 3-P. M.; at Mahanoy City at 2-P. M. Passengers by this train can take the Lehigh Valley Irain, passing Bethiehem at 11-35 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 5-8A, M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Ratboro, and Hartsville, by this train, take the stage at Old York road.

At 19-15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations. Passengers for Greenville take this train to Quaker-town.

At 12-45 P. M.—Express for Bethiehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahaooy City, Centralla, Shenandonh, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quaker-town.

At 2-45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

rassengers for Greenville take this train to Quakertown.

At 245 F. M.—Accommodation for Doylestown,
stopping at all intermediate stations. Passengers take
stage at Doylestown for New Hope; at North Wales
for summeytown.

At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for
Willow Grove, Hatboro, and Hartsville, take stage
at Abingt n. for Lumberville at Doylestown.

At 520 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Kaliroad, connecting at Hethlehem with Lehigh
Valley Evening train for Easton, Allentown, and
Mauch Chunk.

At 620 P. M.—Accommodation for Langdale, stop-Mauch Chunk.
At 620 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 1150 P. M.—Accommodation for Fort Wash-

ngton.

TRAINS ARRIVE IN PHILADELPHIA.

From Beihlehem, at 215 A. M., 205 and 849 P. M. 205 P. M. train makes direct connection with Lebigh Valley trains from Easton, Wilkesbarre, Mahanoy City, and Hazleton. Passengers leaving Easton at 1120 A. M. arrive in Philadelphia at 205 P. M.

Passengers leave Wilkesbarre at 130 P. M., connect (20 A. M. arrive in Philadelphia at 205 P. M. Passengers leave Wilkesbarre at 130 P. M., connect Bethlehem at 615 P. M., and arrive in Philadelphia

at Bethlehem at 5'10 P. M., and arrive in Philadelphia at 8'40 P. M.
From Doylestown at 8'25 A. M., 5'10 P. M., and 7'40 P. M.
From Lansdale at 7'30 A. M.
From Fort Washington at 11'50 A. M. and 3'05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 19'30 A. M.
Philadelphia for Bethlehem at 19'30 A. M.
Doylestown to Philadelphia at 7'20 A. M.
Bethlehem to Philadelphia at 7'20 A. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and Union line run within a short distance of the Depot.
Tickets must be procured at the Ticket Office in order to secure the lowest rates of fare.
ELLIS CLABK, Agent,
Tickets sold and Baggage checked through to prin-

Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office,

No. 105 S. FIFTH Street.

DENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT APRIL 23, 1867.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARK ET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one square of it.

On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.

Sleeping Car Tickets can be had on application at the Ticket office. N. W. cor. Ninth and Chesnut streets.

Agents of the Union Transfer Company will call for and deliver baggage at the Depot, Orders left at No. 901 Chesnut street, or No. 1 South Eleventh street, will receive attention.

| 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100

daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 187 DOCK Street.
TRAINS ARRIVE AT DEPOT, VIZ.:-

by special contract.

FDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON AND BALA

TIMORE RAILBOAD.

TIMORE RAILBOAD.

Commencing MONDAY, April 22, 1867, Trains will leave Depot, corner BROAD and WASHINGTON Avenue, as follows:

Way Mail Train at 8:30 A. M. (Sundays excepted) for Baitimore, stopping at all regular stations, Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 11:35 A. M. (Sundays excepted) for Baitimore and Washington.

Express Train at 3:30 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Eleton, Northeast, Charlestown, Perryville, Havrede-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (dally) for Baitimore and Washington, connects at Wilmington with Delaware Railroad Line (Saturdays excepted), stopping at Middletown, Smyrna, Doyer, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Norfolk, Portsmouth, and the South.

Passengers by Boat from Baltimore for Fortress Monroe and Norfolk will take the 11:45 A. M. Train.

WILMIN, JON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12:30, 4:30, 6:00, and 11:30

Wilmington.
Leave Philadelphia at 12:30, 4:30, 6:00, and 11:30 (daily) P. M. The 4:30 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 6:00 P. M. Train runs to New Castle.
Leave Wilmington 7:00 and 8 A. M., 3:30 and 6:30

Leave Wilmington 7:00 and 8 A, M., 3:00 and 6:30 (daily). P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way Mail. 9:35 A. M.,

Express. Pio P. M., Express. 6:35 P. M., Express

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 2:27 P. M., stopping at Havrede-Grace. Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 8:2 CHESNUT Street, under the Continental Hotel. Persons purchasing tickets at this office can have their baggage checked at their residence by Graham's Baggage Express. their baggage enecked as ham's Baggage Express.

H. F. KENNEY, Superintendent,

H. F. KENNEY, Superintendent,

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENTS.
OB and after MONDAY, April 1, 1867, Trains will leave as follows:—
WEST CHESTER TRAINS.
Leave Philadelphia for West Chester, from Depot Thirty first and Market streets, at 7:15 A. M., 11 A. M., 2700 P. M., 450 P. M., 4525, and 10:30 P. M.
Leave West Chester for Philadelphia, from Depot on East Market street, at 8:16 A. M., 7:16 A. M., 7:30 and 10:45 A. M., 1:55 P. M., 4:56 and 6:50 P. M.
Trains leaving West Chester at 7:80 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. Junction and Media only.
Passengers to or from stations between West Chester and B. C. Junction going east, will take trains leaving West Chester at 7:16 A. M., and going west will take train leaving Philadelphia at 4:30 P. M., and transfer at B. C. Junction.
ON SUNDAYS.
Leave Philadelphia at 8:00 A. M. and 2 P. M.
Leave West Chester at 7:85 A. M. and 5 P. M.,
Trains leaving Philadelphia at 7:15 A. M. and 4:50 P. M., and leaving Philadelphia at 7:15 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 2 P. M.
Connect at B. C. Junction with trains on P. and B.
C. R. R., for Oxford and intermediate points.
Paissengers are allowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD.

THE ADAMS EXPRESS COMPANY, OFFICE, No. 526 CHESNUT Sirrost, torwards Parcles, Probages, Merchandise, Bank Notes, and Specia, either by its own lises, or in connection with other Express ICompanies, to all the principal towns and chiese in the United States.

JOHN BINGHAM, Superiotendent.

BAILROAD LINES. PEAUING RAILROAD

EROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUVLRILL SUS
QUEHANNA, CUMBMRLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS,
SUMMER ABRANGEMENT OF PASSENGER
TRAINS, MAY 6, 1867.
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets, Philadelphia, at the following hours: owing hours:- MORNING ACCOMMODATION.

lowing hours:

MORNING ACCOMMODATION.

At 730 A. M., for Reading and intermediate Stationa. Returning, leaves Reading at 8 20 P. M., arriving in Philadelphia at 70 P. M.

MORNING EXPRESS,

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niegara Falls, Buffalo, Altentown, Wilkesbarre, Pittston, York, Cartiale, Chamberaburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Raliroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Raliroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley and Schuylkili and Susquehanna trains for Northumberlard, Williamsport, York, Chambersburg, Pinegrove, etc.

and Schuylkill and Suzquehanna trains for Northumberlard, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 3:30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTISTOWN ACCOMMODATION

Leaves Pottstown at 6:20 A. M., stopping at interneciate Stations; arrives in Philadelphia at 3:40 A. M. Returning, leaves Philadelphia at 6:30 P. M.; arrives in Pottstown at 8:45 P. M.

READING ACCOMMODATION

Leaves Reading at 7:30 A. M., stopping at all way stations, arriving at Philadelphia at 5:50 P. M.; arrives in Reading at 7:45 P. M.

Trains for Philadelphia leave Harrisburg at 3:10 A. M., and Pottsville at 8:35 A. M., arriving in Philadelphia at 10:5 P. M. Afternoon trains leave Harrisburg at 2:10 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 10:5 P. M. Afternoon trains leave Harrisburg at 4:10 P. M. Connecting at Reading with Atternoon Accommodation south at 6:30 P. M., arrivingin Philadelphia at 1:25 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12:35 noon for Pottsville and all way stations. Leaves Pottsville at 7:00 A. M. for Philadelphia and all way stations.

All the above trains run daily. Sundays excepted. Sunday trains leave Pottsville at 8:00 A. M., and Philadelphia at 3:17 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.

CHESTER VALLEY BAILROAD. Passengers for Downingtown and intermediate points take the 7-30 A. M., and 5-06 P. M. trains from Philadelphia, returning from Downingtown at 6-10 A. M. and 1-90 P. M. Philadelphia, returning from Downing town at 640 A. M and 1'00 P. M.

M and 1'00 P. M.

NEW YORK EXPRESS FOR PITTSBURG AN1

THE WEST

Leaves New York at 9 A. M. and 5 and 8 P. M.
passing Reading at 1:00 A. M and 1:50 and 10:06 P. M.,
and connecting at Harriburg with Pennsylvania and
Northern Central Railroad express trains for Pittsburg, Chicago. Williamsport, Elmira, Battimore, etc.

Returning, express train leaves Harrisburg on ar
rival of the Pennsylvania express from Pittsburg, a
3 and 8:45 A. M., and 4:9 P. M., passing Reading at 4:4
and 10:30 A. M., and 4:9 and 1:15 P. M., and arriving
in New York at 10:10 A. M., and 4:40 and 5:20 P. M.
Sleeping cars accompany these trains through between
Jersey City and Pittsburg, without change.

A mail train for New York 1:2aves Harrisburg at 2:10
P. M., Mail train for Harrisburg leaves New York
at 12 M.

SCHUYLKILL VALLEY RAHROAD.

Trains leave Potisville at 7 and 11:30 A. M., and 7:15
P. M., returning from Tamaqua at 7:35 A. M. and 1:40
and 4:15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAHLROAD

P. M., returning from Tamaqua at 7:35 A. M., and 7:15 and 4:15 P. M., Sc. HUYLEILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 7:35 A. M. for Pinegrove and Harrisburg, and 1:30 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3:20 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

Excursion tickets from Philadelphia to Reading and intermediatestations, good for one day only, are sold by Morning Accommedation, Market train, Reading and Potasiown Accommedation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediates stations by Reading and Potasiown Accommodation trains, at reduced rates,

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. WOURTH Street, Philadelphia, orof G. A. NICOLLS, General Superintendent, Reading:—

COMMUTATION TICKETS.

At 25 per cent, discount, between any points desired for families and firms.

MILEAGE TICKETS,

Good for 2000 miles between all points, \$52:50 each for families and firms.

EXAUSION TICKETS,

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH

Saturday, Saturday, and monthly, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

Goods of all descriptions forwarded to all the above points from the Company's Freight Deput, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5'30 A. M., 12'45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

Close at the Philadelphia Post Office for all piaces on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

4 82

PHILADELPHIA, GERMANTOWN, AND On and after Wednesday, May 1, 1867. FOR GERMANTOWN.

On and after Wednesday, May 1, 1867.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 965, 10, 11, 12 A, M, 1, 2, 33, 34, 4, 5, 55, 610, 7, 8, 9, 10, 11 12 P, M.
Leave Germantown 6, 7, 78, 8, 32, 9, 10, 11, 12 A, M, 1, 2, 3, 4, 42, 5, 646, 7, 8, 9, 10, 11 P, M.
The 878 Down Train and 32, and 52 Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 94 A, M, 2, 7, 104 P, M.
Leave Germantown 85 A, M, 1, 6, 95 P, M.
CHESNUT HILL RALEROAD.
Leave Philadelphia 6, 8, 10, 12 A, M, 2, 334, 534, 7, 9 and 11 P, M.
Leave Chesnut Hill 7-10, 8, 940, and 1140 A, M, 140, 340, 540, 640, 840, and 10 40 P, M.
CN SUNDAYS.
Leave Chesnut Hill 7-50 A, M, 2 and 7 P, M.
Leave Chesnut Hill 7-50 A, M, 1240, 640, and 925 P, M.
Leave Chesnut Hill 7-70 A, M, NORPHISTOWN

Leave Chesnut Hill 7-50 A. M. 12-40. 6-40, and 9-25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 756, 9, and 11-05 A. M. 136, 3, 436, 556, 535, 8-05, and 113-6 P. M.
Leave Norristown 5-40, 7, 7-50, 9, and 11 A. M. 736, 3 436, 636, and 836 P. M.
Leave Philadelphia 9 A. M. 2-20 and 7-15 P. M.
Leave Norristown 7 A. M. 5-36 and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 736, 9, and 11-05 A. M. 136, 3, 436, 536, and 1132 P. M.
Leave Blanyunk 8-10, 736, 8-20, 912, and 1134 A.-M.
536, 5, 634, and 9 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M. 236 and 736 P. M.
Leave Philadelphia 9 A. M. 236 and 736 P. M.
Leave Manayunk 734 A. M. 6 and 936 P. M.
UN, S. WILSON, General Superintendent.
Depot, NINTH and 6-44-EEN Streets.

1867. -PHILADELPHIA AND ERIE RAIL-Northern and Northwest Counties of Pennsylvania to the City of Erie on Lake Erie, and is the most direct route to the great Oil Regions of Pennsylvania. It nas-been leased and is operated by the Pennsylvania Rail-road Company. been leased and is operated by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADEL,

Arrive Eastward—Erie Mail Train, 7 A. M.; Erie
Express Train, 100 P. M.; Elmira Mail, 5 de P. M.

Leave Westward—Erie Mail, 7 D. P. M.; Erie Express
Train, 12 M.; Elmira Mail, 8 A. M.

Passenger cars run through on the Erie Mail and
Express trains without change both ways between
Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 5 P. M., arrive at Erie 10 A. M.

Leave New York at 5 P. M., arrive at Erie 408 P. M.

Leave Erie at 500 P. M., arrive at New York 3/15

P. M.

Leave Erie at 10/28 A. M., arrive at New York 3/15

P. M.

Leave Erie at 10/28 A. M., arrive at Erie 408 P. M.

Leave Erie at 10/28 A. M., arrive at Erie 408 P. M.

Leave Erie at 10/28 A. M., arrive at Erie 408 P. M.

Leave Erie at 10/28 A. M., arrive at New York 3/15

Leave Eric at 1025 A. M., arrive at New York 1010 A. M.,
Elegant Sleeping Cars on all the night trains.
For information respecting passenger business
apply at corner THIRTIETH and MARKET Streets
Philadelphia.

Philadelphia,
And for freight business, of the Company's Agents
S. B. Kingston, Jr., corner THIRTEENTH and
MARKET Streets, Philadelphia; J. W. Reynold
Eric; William Brown, Agent N. C. R. R., Baltimore,
H. H. HOUSTON, General Freight Agent, Phila.
H. W. WYNNER, General Ticket Agent, Phila.
A. L. TYLER General Sup., Eric DHILADELPHIA AND BALTIMORE CEN

DHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—Summer Arrangements. On and after MONDAY, April 1,1867, the Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad., corner of THIRTY-FIRST and MARKET Streets (West Philadelphia), at 7:15 A. M. and 450 P. M.

Leave Rising Sun at 5:15 and Oxford at 6:06 A. M., and leave Oxford at 5:20 P. M.

A Market Train, with Passenger Carattached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1:15 A. M., Oxford at 12:00 M., and Kennett at 1:00 P. M., connecting at West Chester Induction with a P. M., connecting at West Chester Induction with a P. M., connecting at West Chester M., runciton with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2:30 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 2:30 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 4:30 P. M., runs to Rising Sun, Md.

Fassengers allowe Company will not in any cass be as baggage, and the Company will not in any cass be an baggage, and the Company will not in any cass be as baggage, and the company will not in any cass be responsible for an amount exceeding one bundred for the same.

RAILROAD LINES.

TOR NEW YORK, CAMDEN AND AMBOY

WARRING SWINGER AND AND ADDRESS OF THE PARTY OF THE PARTY

Mill leave as follows:—
At II A. M., 430, 645 P. M., and 12 Midnight, via Kensington and Jersey City Express Lines. Fare, \$250,
The 645 P. M., line will run daily. All others Sundays excepted.
At 7:36 and 11 A. M., 2:30, 3:30, 4:30, 5, 6:45 P. M., and 12 Midnight, for Bristol, Trenton, etc., and at 10:18 A. M., for Bristol. M. for Bristol.
At 7:31 and 10 15 A. M., 2:39, 4:30, 5, and 12 P. M. for Schenck's.
At 10:15 A. M., 2:36, 5, and 12 P. M. for Eddington.
At 7:39 and 10:15 A. M., 2:36, 4, 5, 5, and 12 P. M. for Cornwell's, Torresdate, Holmesburg, Tacony, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

At 10:15 A. M., 2:80, 4, 5, 6, 8, and 12 P. M. for Wisse. noming.

BELVIDERE DELAWARE RAILBOAD.

For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes, daily, Sundays excepted, from Kennington Depot as follows: At 730 A. M. for Niagara Falls, Buffalo, Duskirk, Sanandargua, Elmira, Ithaca, Owego, Rochoster, Binghamton Oswego, Syracuse, Great Bend, Mon-rose, Wilkesbarre, Scranton, Stroudsburg, Water Gas. etc. etc.
At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc.
The 3:31 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethle-

At 5 P. M. or Lambertville and intermediate Sta-tions. WM. H. GATZMER, Agent. April 1, 1867. REIGHT LINES FOR NEW YORK AND all the Stations on the Camblen and am Boy and connecting Railroads. INCREASED DESPATOR.

THE CAMBEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave Walnut Street Wharf at 1 o'clock P. M. daily (Sundays excepted).

Freight must be delivered before \$\(\frac{1}{2}\) o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 noon, and 4 and 6 F. M.

Freight for Trenton Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delaware and Fleenington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere and Delaware Railroad connects at Phillipsburg with the Lebigh Valley Railroad, and at Manunkachunk with all points on the Delaware. Lackawanna and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth

Syracuse, Buffalo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Easex Railroad.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantists of five carloads or more, it will be delivered at the foa of Fortieth street, near the Drove Yard, or at Pier Ne 1, North River, as the shippers may designate at the time of shipment. For terms, or other information apply to WALTER FREEMAN, Freight Agent.

112 No. 226 S. DELAWARE Avenue, Philads.

POR NEW YORK, VIA RARITAN AND DELA-of VINE Street, Philadelphia.
6 P.M.-Freight for New York, and points North

or East.

11 A. M.—Way freight.
Goods delivered at Company's Depot. No. 329 N.
Goods delivered at Company's Depot. No. 329 N.
Will be forwarded by this line, and arrive is New York at 8 o'clock next morning.
Freight received at Pier No. 32 North River, N. Y., by 4-20 P. M., will be ready for delivery in Philadelphia.

by 4 30 P. M., will be ready for delivery in Philadelphia.
early the following morning.
FARE TO NEW YORK, TWO DOLLARS.
Ticket Office, Vine Street Ferry.
For further information apply to Company's Agents:
R. H. CHIPMAN, Freight Office and Depot, No. 328
N. WHARVES, Philadelphia.
J. B. BURT, Pier No. 32 North River, foot of DUANE
Street, New York.
Or at General Freight and Passenger Office, Philadelphia, No. 411 CHESNUT Street.
WILLIAM N. CLAYTON,
Superintendent, Red Bank, N. J.
S. C. HASTY,
General Freight Agent, Red Bank, N. J.
T. BRENT SWEARINGEN,
General Agent, Philadelphia.

West Jersey Railroad Lines from
Leave Philadelphia as follows:
For Bridgeton, Salem, Millyille, and all intermed
ate stations, at \$ A. M. Mail, 350 P. M. Passenger.
For Woodbury, \$ A. M., 350 and \$ P. M.
For Cape May, at \$50 P. M.
For Cape May, at \$50 P. M.
RETURNING TRAINS LEAVE
Woodbury at 7:15 and \$50 A. M., and 4:45 P. M.
Bridgetown at 7:05 A. M. and, 3:30 P. M. Freight, 6:20
P. M.

Salem at 650 A. M. and 305 P. M. Freight, 545 P. M. Millville at 655, A. M. and 308 P. M. Freight, 619 P. M.
Cape May at 1245 A. M., Passenger,
Commutation tickets, at very reduced rates, between
Philadelphia and Cape May, good for ONE, THREE,
or TWFLVE months, will be sold at the Office, Camden,
Freight will be received at First Covered Wharabove Walnut street, from 900 A. M. until 500 P. M.
That received before 700 A. M. will go through the
same day. Freight Delivery, No. 228 S. DELAWARE Avenue, 512 WILLIAM J. SEWELL, Superintendent.

HARDWARE, CUTLERY, ETC. STANDBRIDGE, BARR & CO.,

IMPORTERS OF AND DEALERS IN FOREIGN AND AMERICAN HARDWARE NO. 1321 MARKET STREET,

Offer for sale a large stock of Hardware and Cutlery, TOGETHER WITH

1000 KEGS NAILS

AT REDUCED PRICES. [87 thitus CUTLERY.

A fine assortment of POOR BT and
TARLE CUTLERY, RAZORS, RAZOR STROPS, LADIES' SUISSORS
PAPER AND TAILORS' SHEARS, ETC., at
L. V. HELMOLD'S
Cheap Store, No. 135 South TENTH Street,
118
Three doors above Wainut,

ROOFING.

ROOFING. OLD SHINGLE ROOFS (FLAT OR STEEP) COVERS OLD SHINGLE ROOFS (FLAT OR STEEP) COVERS
ED WITH JOHN'S ENGLISH ROOFING CLOTH,
And coated with LIQUID GUTTA PERCHA
PAINT, making them perfectly water-proof, LEAKT,
GRAVEL ROOFS repaired with Guita Percha Faint,
and warranted for five years. LEAKT BLATZ
ROOFS coated with liquid which becomes as hard as
alate. TIN, COPPER, ZINC, or IRON coated with
Liquid Gutta Percha at small expense. Our ranging
from one to two cents per square foot, old Roare of
from one to two cents per square foot, all complete,
Shingle Roofs ten cents per square foot, all complete
Materials constantly on hand and for sale by the
Materials constantly on hand and for sale by the
HILADELPHIA AND FENNSYLVANIA ROOM,
ING COMPANY.
No. 220 N. FOURTH Street.

ROOFING OLD SHINGLE HOOFS, FLAT OR STREET COVERED WITH GUTTA PERCHA HOOF ING-CLOTH, and coated with LIQUID GUTTA PERCHA PAINT, making them periodly water PERCHANGERAVEL ROOFS repaired with Guist Percha Paint, and warranted for five ream.

LEARY SLATE ROOFS coated with Liquis Guita Percha Paint, which becomes as hard as also.

For THE, COFFER, EINC, and IROFS BOOFS, this Paint is the vis plus sites of all other protection. It forms a perfectly impervious covering, completely resists the section of the weather, and constitutes a thorough protection against leaks by russ or otherwise. Price only from one to two cents per square foot. THE AND GRAVEL ROOFING done at the

Material constantly on hand and for sale by the MAMMOTH EGOFFNG COMPANY.

RECHESSO & EVERETT,

121500 INITED STATES REVENUE STAMPS .-

Principal Depot, No. 304 CHESNUT Street.
Central Depot, No. 103 South FIFTH Street, one door
Delow Chesnut. Established test.
Revenue Stamps of every description constantly on
hand in any amount. Orders by Mail or Express promptly attended to.

when It is keped than a contraction of seal

men will not be necessary.